

AUG — 1984

A HISTORY
OF THE
CITY OF LANSING,
FROM THE FOUNDATION THEREOF
DOWN TO THE PRESENT TIME.

BY M. DASH.

"Go, little book—from this my solitude
I cast thee on the waters, go thy ways!
And if, as I believe, thy vicin be good,
The world will find thee after many days!
When Southeys's read, and Wordsworth understood,
I can't help putting in my claim for praise—
The first four lines are Southeys's, every line:
For God's sake, reader, take them not for mine."

BYRON.

LANSING:

W. S. GEORGE & CO., STEAM BOOK AND JOB PRINTERS.

1870.

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P R E F A C E .

IRVING says, "With most cities the time for recording their early history is gone by; their origin, their foundation, together with the eventful period of their youth, are forever buried in the rubbish of years."

Appreciating the sentiment embodied in the above extract, and, consequently, understanding the difficulties of that production of futurity to whom the following record is dedicated, I have undertaken the task of snatching from the unappeasable maw of oblivion a few of the incidents connected with the "origin, foundation, together with the eventful period of its youth," that will be of inestimable value to the before mentioned creature of the far distant future, in his task of compiling the records of the City of Lansing.

Should any one discover, in the following history, any discrepancies, or differences from the accounts they have heard, and, previous to the perusal of this book, religiously believed to be true, they will please be kind enough to discard their former ideas upon the subject, and hereafter believe in the early records of Lansing, as found collected here. No story that gives a different version of anything found within is to be relied on as correct.

The amount of information given in the tables appended hereto, is full and reliable; so much so that one or two individuals to whom I have shown this work, were uncharitable enough to remark that it would have been as well had I omitted to compile the remainder of the production; but I have solaced myself with the idea that I cannot expect to please everybody; therefore, if you are not pleased with this achieve-

ment, you may consider yourself grouped with, or among those whom I am unable to affect with pleasureable emotions. In other words, if you do not like or appreciate the following effusion; if you are dissatisfied with the "style;" if you are discontented with the rendering of the Indian legend; if you don't appreciate the beginning; if you don't comprehend the deep and complicated reasoning; if you are unhappy because something is not told to suit you; if, in fact, the achievement is contrary to your conceptions of what such a thing *ought* to be, my advice to you is not to read the book, or if you have already read it, don't read it again, for I *do* dislike to see or know of a person doing anything distasteful to themselves. If you have bought the book and think yourself "sold," play a practical joke upon some one else, and sell the book to him, for that is the only way for you to get your money back.

It may save trouble if I make an apology here: I am further induced to this measure, as my hair is quite long, and the hard-hearted barber refuses to trust me for a "hair cut." Therefore, should any one discover anything in this history that could be construed into a personality, by any possible perversion or distortion, I beg him to consider that nothing of the kind was intended. The members of the Fire Department are particularly requested to appropriate this apology, for I am informed that "fire-laddies" are addicted to the disagreeable habit of "striking straight from the shoulder." If I have said anything at which any member of the Department could take offense, I implore that he will be led by this explanation to omit to demand a personal explanation of the author.

Having thus piloted my reader through the preliminary introduction and apologies, I will now kindly permit that individual to commence this *capital* history, which, if he finds it interesting he will probably continue to read until he ceases to peruse it.

M. D.

LANSING, Feb. 17, 1870.

A HISTOR Y
OF THE
CITY OF LANSING.

C H A P T E R I.

INTRODUCTORY.

The reason, or reasons why the peninsulas composing the State of Michigan were originally formed, is, or are buried in oblivion, and speculating philosophers are much at fault in solving the knotty question. But the author of this work is confident he has at last arrived at a solution of this problem, but before the solution is given, it may be as well to indulge in a few general remarks upon subjects in general that have a bearing upon this question.

It is well known that after a thing has transpired every one “knew it would be so from the first.” Does a man succeed in some undertaking, everybody “knew that he would succeed;” but let another man undertake the same thing and *fail*, the same persons will agree, unanimously, that “he was a fool to attempt such a thing,” and every individual says to every other individual, “There, I told you so,” and many more sage prognostics that were not mentioned until after the *denouement*. It is really wonderful how much people *knew* about a matter before the result was known.

This after-knowledge is usually very acceptable to persons who have failed in any undertaking, and very flattering to any one who has succeeded. For instance: Does Dobbs discover

the source of heat in the sun's rays, he is immediately regaled with accounts of reasons why some other person believed just as he did, and had been of that opinion for some time previous to the time when Dobbs published his views, but had not made them known, "Because," (we will stop here, as the first word of these reasons for non-promulgation generally contains the sum and substance of what follows).

My reason for giving the above ideas is, that I am afraid that after my solution, above referred to, I shall be told that "I have been of your opinion for a long time," etc., etc.

I am much more afraid of corroboration than I am of opposition, for against the style of corroboration above mentioned, I have no defense whatever, for I can't prove that I am the first person who entertained the idea, but I *can* establish the truth of that idea.

The solution I have to give of the reason why the peninsulas embraced in the State of Michigan were first formed and placed in such a position that the waters of the great lakes did not overflow the region composing those peninsulas and transform it (the region) into a habitation for fishes instead of men and beasts is, that it was created in order that they might, some day, constitute a large State, and that State a part of the United States of America. It was also constructed in such a form that the future State might locate a Capital in the interior of that region known as the "Lower Peninsula."

Thus is it seen how a circumstance, apparently of no consequence in this history, was intimately connected with the account of the city of Lansing. We have thus far followed the chain of events that began to point to the embryo city and State Capital; in a subsequent chapter we shall follow the chain as it led to the actual embodiment of our city.

For the reasons why the gentle red man was not allowed to remain in possession of this *peninsulam amœnam*, and for an authentic account of the formation of the foundation upon

which it is supposed the State of Michigan rests, the inquiring reader is referred to an historical work, the name of which I do not now remember.

Having now fairly introduced the historical student to our subject, we shall proceed directly upon the perusal of the record of the progress of the city of Lansing.

C H A P T E R I I .

A PROFANE CHAPTER.

In the year 1844, had you been in the right place and at the right time, and had you also been in full possession of your eyesight, you might have seen a man,—Page, by name,—engaged in moving into the interior of the State of Michigan. He was coming into the then unbroken wilderness for the purpose of turning over a new page, in order to be even with his wife, who had turned over several new Pages before they left the “haunts of civilization.”

When he had nearly reached the center of the State he was stopped by a river. That is to say, the river would have stopped him had he attempted to cross it, for rivers, especially deep ones, are not fond of being crossed, and it being the Spring of the year, it was already an “angry torrent,” and there was no telling what it might have done had it been crossed.

Mr. Page said, “Here will I settle. I will dam that river and build a town here.” Had you been present and had your unimpaired hearing along, you might have heard the above sentence, and more speculations in regard to his future intentions, for damming the river seemed to occupy much of his attention, and he talked about it almost constantly.

Presently a log house did *not* rise from out the ground, but was built by degrees, and by hands also, into which the new settler moved his family.

The dam was much talked of, and after the erection of the house it was commenced in earnest, after a selection of a mill site. In looking about for the best location, the wish was often expressed that the river *was* dammed. This wish was probably inspired by the desire to have the mill erected.

On the completion of the dam* a letter was sent over to the settlements, stating that they had been able to build a dam by a mill site, but they had not, as yet, succeeded in building a mill, by a dam site.† But the mill was subsequently finished, and was standing a few years since, a land-mark of early times, amidst the innovations of the later buildings. The old house was also standing at the same time. Both mill and house disappeared the same year. The dam stood until the Spring of 1861, when the center gave way, but was at once redammed and dammed so effectually that it is thought it will endure for many years yet to come. I sincerely hope that it will, for that particular portion of the river has been dammed often enough. Dams are now proposed both above and below the present one at places where there are very fine water powers.

Immediately after the completion of the saw-mill, systematic clearing was begun, and what followed is well described by the poet Doesticks, as follows:

"—— Then he dragged the lofty pine trees,
Evergreen and moaning pine trees;
Trees which crowned the crag and mountains,
Emerald coronal of mountain,
Pride of the primeval forest,
Glory of the tangled forest;
Mighty giants of the wild-wood,
Towering, vegetable giants,
With a hundred arms to battle,
Battle with the mighty Storm-wind!
These, the valient Pluri-bus-tah,
Armed with ax, went out to conquer.
Round their roots he made his ax fly;
Round his head he made the chips fly;
On his breeches made the pitch fly,
While the horse-fly and the gad-fly
Made his pious oaths, like mad, fly.
Pluri-bus-tah, persevering,
Laid the giants low before him;
Dragged them to his cruel saw-mill;
Sawed their heads off, sawed their hearts out,
Sawed them into slabs and scantling
To make wigwams for his people."

* Mr. Page built the dam, but for Mr. Burchard, who furnished the money. M. D.

† This expression has been bandied about as a joke. Such jokes are damaging.

The only discrepancies between the actual transactions, as they transpired at the Page settlement, and the account contained in the foregoing poem, are these: In this region of the country there are no pine trees, but the reader is to imagine oak, ash, bass-wood or linden, white-wood and black walnut trees, in the place of pine. There are no crags or mountains here. Mr. Page had no people to make *wigwams*, which style of architecture was used exclusively by the red men, who lived in considerable numbers in this part of the State, and I am sorry to be obliged to state that they did not patronize the saw-mill, so little public spirit they possess.

C H A P T E R I I I.

CIRCUMSTANCES RELATIVE TO THE LOCATION OF THE CAPITAL.

About the time, or shortly after the settlement of Mr. Page, the impression became general that Detroit, the then Capital of the State, was not a safe location for the seat of government, on account of the exposed position on the frontier, and the consequent ease with which the seat might be assailed by free-booters from Canada. This opinion continued to gain ground until it finally culminated in the resolve to remove the Capital to the interior of the State.

As soon as this took place, there arose an exciting contest between the interior towns and villages of the State, each desiring the Capital, and producing much bitterness of feeling, resulting in so much agitation that the Legislature finally decided to locate the Capital in the wilderness. Immediately all the spite and malice of the former contestants were turned upon the defenseless town, that was to be, which envy has survived till the present day, and seems to be like corn-juice, growing stronger, and *unlike* corn-juice, less capable of doing damage as it increases in age. We cannot say that the city has become dam-aged in consequence of these attacks.

Agreeable to the act of the Legislature, the agents of the State government, in looking for a site for the Capital, came upon the Page settlement, and decided that there should be the Capital of the State, for just south of the settlement was a school section. Consequently, in the year 1847 the Capital was located in what is now the north-west corner of Ingham county, on the school section, by which means the school fund was largely augmented.

In the year following (1848) a part of the edifice now used for the Capitol of the State of Michigan, was erected in the clearing made for that purpose. Too much cannot be said of this structure, its principal characteristics being that it is made entirely of wood, resembling very much a flouring mill, with the exception of the cupola, which is hard to be accounted for by persons unacquainted with the fact that it is actually the capitol of the State. Last winter (winter of 1868 and 1869) an honest rustic was seen gazing at a private residence in this city (situated a little over half a mile below the Capitol,) in an admiring attitude, and was heard to exclaim, "So that's the Capitol, is it? Well it's a purty fine building, it is!" And he moved contentedly away, serene in the consciousness of having gazed at the "halls of legislation."

Disparaging as this may seem to the architecture of our government buildings, it is a very pardonable mistake, and in addition, it is safe to say, that there are a number of private dwellings in the city of Lansing that would sooner be taken for the Capitol, by a stranger, than the shed actually used for that purpose.

After the Capitol was erected, Washington avenue was cleared of trees and then the stumps, after which architecture began gradually to make its appearance along the sides of the street in the shape of log houses. This style of architecture may consistently be called Western. Having no occasion for Roman, Grecian, or Elizabethan architecture, the pioneers of the West invented a style to suit the needs of a settler, and which must be seen to be appreciated. It is still better appreciated after it has been used as a residence.

The honor of erecting the first frame house is claimed by so many, that as near as I can discover, there must have been about a dozen *first* houses, but I have finally decided that the first frame house was erected by Hon. James Turner, about the year 1849 or 1850. It is a one-story building, situated upon

the west side of what is now known as Turner street. It has the appearance of being placed in its position while *hot*, and having commenced to *run* before it became cold. Looking up the first house is almost as bad as seeking the "oldest inhabitant." I have been obliged to give this last up for a bad job, for there are so many "oldest inhabitants" that it is utterly impossible to find *the* one.

I expect to have my veracity severely questioned as to the first house, for each of the owners of the dozen insist that *his* is the one. I don't believe it.

C H A P T E R I V.

A CHAPTER ON REAL ESTATE.

As soon as it was definitely known where the Capital was located, certain individuals—with a speculative “eye to the main chance”—immediately bought up the land now composing the city proper, except the land composing the school section. Gov. Seymour (subsequently famous for Granting the Presidency of the United States to his opponent) purchased nearly, if not quite all of the first and fourth wards, or what is now known as North Lansing. Mr. Townsend (should have been named Townscorner) became possessor of the south-west quarter, formerly known as Teetertown, wherein the Fair Grounds of the Central Michigan Agricultural Society are located. Messrs. Bush and Thomas bought the south-east quarter. When this last mentioned purchase was made, a portion of it was covered by Bush’s title.

Many persons, strangers, have expressed surprise at the extent of our city, but the cause is easily explained. As settlers began to make their appearance at the new town, they discovered that the land was already purchased and held at such prices that many of them were unable to furnish the requisite amount of the circulating medium to make them possessors of a “lot” in the city that was to be. On this account many were obliged to locate themselves *around* these large tracts, while the more opulent of the new comers were enabled to settle nearer the “business center,” which was as yet one of the things of the future. As a consequence, the town “ran wild,” and spread into large dimensions. When the city was organized it became necessary to include a considerable territory within the corporation limits, and the city now exercises jurisdiction over country two and a half miles by three miles

in extent. The city is now well built up, considering the number of inhabitants, as compared with the extent of its territory, and the length of some of our principal streets will give the general reader some idea of the size of Lansing. Washington avenue is a trifle over one mile and a half long; Elizabeth street, which is a continuation of the avenue, reaches from the southern terminus of that avenue to Eaton Rapids, a distance of eighteen miles. It may be as well, perhaps, to state that Elizabeth street is only laid out into city lots for half a mile from the northern end. Franklin street, running at right angles with Washington avenue, crossing near its northern terminus, is one mile in length, partly built up with business blocks, as is Washington avenue, one mile south of Franklin street, where Michigan avenue crosses it at right angles, running parallel with Franklin street. Michigan avenue runs from the west line of the city eastward to the Agricultural College—a distance of four or five miles. It is, however, only used for city purposes for about a mile from its western end. From a quarter of a mile north of Franklin street to upwards of one-half mile south of Michigan avenue, the city is well built up. There are, in addition to the three streets given above, nearly sixty additional thoroughfares, the majority of which are from a mile to a mile and a half in length; the shorter ones generally running from east to west, and the longer ones from north to south.

Some of the difficulties experienced in the purchase of lots by the early settlers may be understood by a perusal of the following anecdote, which is told by the first settlers, and some of the later inhabitants claim that it would apply very well to the present time:

Mr. Smith, who is generally well known in this country, came to this place in 1851 with the intention of becoming a resident of the Capital. Picking out the lot he desired, he hunted up the agent, or owner—no great task in those days,—accompanied him to the desired location, and asked his price.

"Well," said the speculator, "this is a central location, the ground is high, and within five years it will be in the center of a large town, and will double in value in that time."

To all of which Mr. Smith assented, and again asked his price.

"I don't care to sell the land," was the reply, "but as I should like to encourage immigration to this place, I *will* sell this lot to *you*. The timber on it is alone worth the price of the land, and in the future the capitalists of the State will come here to reside, building elegant residences, making this lot worth thousands of dollars."

Mr. Smith thinking that if the value of the timber was the value of the land, began to anticipate a reasonable bargain, and confidently asked the price.

"Well, as I said before, I should like to encourage immigration, and if you will keep 'mum' about it, I will let you have this lot for \$450 per foot."

Mr. Smith drew a long breath; his face assumed a lengthy shape, and, after a long pause, he smiled faintly, and sarcastically remarked, "I will take six inches."

N. B.—Property is to be had at very reasonable prices now in Lansing.

C H A P T E R V.

A GANG OF COUNTERFEITERS.

Just west of the city is a tract known as the "Bogus Swamp." The cause of this euphonious cognomen being bestowed upon a *genuine* swamp, was by reason of its having been, before the Capital was located, the rendezvous of a gang of counterfeiters and horse thieves.

At that time the swamp presented, to the eye of the uninitiated, the appearance of an impenetrable morass, being covered with a rank growth of swampy vegetation that appeared to be as impregnable to the passage of anybody, but that of a snake or other reptile, as it was to the vision. Subsequent events demonstrated that there *was* a passage through the slime and mire, and that there were men who knew how to use that passage which led to the island or spot of hard ground in the center of the swamp.

For a long time people were continually being "taken in" by taking "bogus" coin, and all the efforts of detectives were in vain to stop the nuisance, which became very annoying, as innocent people do not relish being accused of wantonly passing counterfeit money. Subsequent revelations led to the discovery that the swamp was in the line of a gang of horse thieves that extended from central New York to the center of Iowa, which fact accounted for the number of fine horses that were occasionally observed passing through this section of the country.

Finally, a party of government surveyors came to the "Bogus Swamp," and, following their "line," went directly through it, which is said to be a way surveyors have of doing. The party, when they reached the island, in the center, came upon a shanty, out of which rushed several men, who plunged directly into the swamp, leaving everything; but the surveyors having

no curiosity, under the circumstances, followed their "line" and passed on through the swamp. It was soon known, however, what had been seen by the surveyors, and the place visited. Nothing, however, was found except some unmistakable indications that this was the source of the counterfeit money. This discovery effectually broke up the gang, and several persons who were known to have belonged to the organization were living in, or near this city, a few years since. The organization had its agents in every town in the State, and a number outside.

A few years since as some workmen were engaged in working the road that had been constructed upon the "line" that had been instrumental in the discovery of the counterfeiters, a man who was evidently trying to carry more antiquated corn juice than he had strength for, came staggering along just as the men had finished their dinners, which they had brought with them, and had eaten on the site of the counterfeiter's den. As he came up to where they were sitting, he looked about, and with a drunken leer, remarked:

"Boys you (hic) don't dare to dig (hic) under the top of that (hic) bent willow, nor you don't dare (hic) to look in the top of that 'are stub." Saying which, he went on his "winding way," while the men immediately refuted the imputation upon their courage by digging at the buried top of the designated tree, and cutting down the stub that had been pointed out.

Under the tree were found the dies and the other more bulky implements that had been used by the manufacturers of bogus money. In the top of the stub were found the smaller tools, all of which discoveries were brought to the city and the cast iron articles melted and remoulded into plough points.

The present aspect of the country known as the "Bogus Swamp," is far different from the appearance it had when this gang were first discovered. The road running through it, together with the thorough ditching, has transformed the once almost impervious jungle to fine and productive farming lands.

C H A P T E R V I .

ON INTERNAL IMPROVEMENTS.

At an early day rumors began to float about the streets of Lansing to the effect that a plank road was coming from Detroit to this place. The end of the road between Howell and Lansing was taken charge of by Hon. James Turner, of Lansing, and under his superintendence it was rapidly pushed forward to completion. When it was finally finished, great joy took possession of the inhabitants of the little "Bergh" located in the interior of the State, and it was proclaimed that "Lansing, the Capital of Michigan, was accessible to the world;" that is, it could be reached from Detroit in a day or two by means of stages, or private conveyances, which means of *easy* accessibility would at the present day indicate almost inaccessibility, but at that time people were content to plod along without sighing for the dust, smoke, cinders, deafening roar and dangers immeasurable of the more modern railway travel. They were content to sit quietly and safely within the rocking stage coach, which, to them, was a rapid conveyance, when, by numerous changes of horses, it managed to rumble over eighty miles a day, and for a person to go to bed at a distance of one hundred miles from the place in which he awaked in the morning, was unknown. Our progenitors would have as soon ignited a powder magazine with a lighted candle as step into one of the boxes that now rush along the iron tracks with a velocity that would then have seemed the conception of lightning rapidity.

About the time the plank road was completed the large frame hotel was built at North Lansing, and was afterwards called the "Seymour House," which name it retained for a number of years, and it enjoyed a good run of custom as long as it was

as good as it seemed. For a time it was enabled to see more custom than any other similar house in Central Michigan. The completion of the railroads across the State, one twenty-two miles to the north, and the other, forty miles to the south, changed the direction of travel from east and west to north and south, which change threw the custom of the traveling public into the hotels at "Middle Town." From this time the bright days of the Seymour House steadily lost their brilliancy, and were on the point of passing from a dubious twilight into total darkness, when the building changed owners and became the "Union Hotel." For a time the expression, "In union there is strength," was verified, and the old building again assumed the business-like aspect of yore, but "in vain;" the arteries of travel ran in the wrong direction, and finally the house again changed its name, and now appears behind the sign labeled "Edson House." How Ed's son will succeed is unknown, although it is said the old house has more custom now than it has had for ten years past. *Sic transit.*

C H A P T E R VII.

IN WHICH IS RENDERED SOME ADVICE.

Mitchell's Geography volunteers the information that Lansing is situated at the junction of the Cedar and Grand rivers. If you are a stranger, let me give you a piece of advice; if you are not, you don't need it. If you ever meet a citizen of Lansing—and they are sometimes found away from home—don't tell him that he came from the place above described unless you are entirely lost to fear, and do not care to live any longer. Especially should this advice be regarded where the citizen of L. is larger than yourself.' The salt well—that prodigious bore that drilled through some men's pockets like skippers through old cheese—is located at this point. The salt well is *not* the reason why the information promulgated by Mitchell inspires bloodthirstiness in the inhabitants of our fair city. It is said that remarkable curative properties are being discovered in the water that flows from this well; if such be the case, the well is *well* located. There used to be a bridge across Grand river just below the salt well, that was carried off by the ice, but that's not the reason of the antipathy. That part of the town was once owned by Bush & Thomas; that is not the reason why men get mad when you tell them what Mitchell says. I am of the opinion that if Mitchell had ever been in Lansing, he would not have said what he did.

In order to appreciate the size of our large city, a stranger will do well to follow the following directions: Start from the Lansing House and go to the Reform School, and after passing through that institution return to the Capitol and pass through that. (It might, perhaps, be as well to spend a day in viewing this piece of architecture, the office of which seems to be to expose a valuable library to destruction by fire. Many of these

books could not be replaced, but still it is kept housed in this gorgeous structure, which, by reason of the material used in its construction, is liable to be burned as soon as it has the opportunity*). Proceeding from the Capitol, pass over to the State offices, and from thence ramble up to the Washington avenue bridge. From this point go to the Fair Grounds, and from thence proceed to the Michigan Female College, which, by the way, is another monument to the enterprise of the State, or would have been, had the life-work of Miss A. C. Rogers and her sister been appreciated by our State legislators; as it is, certain members of the last two Legislatures have reason to hang their heads for shame when they remember this subject. One or two of those members must occasionally discover that their tailors have made a mistake and made their clothes considerably too large for them. From the College go to the North Lansing depot, and from there return to the hotel by way of Franklin and Cedar streets, and Michigan and Washington avenues. By the time the pedestrian has followed his nose according to these directions, I feel confident that he will agree with me that Lansing is a large city, notwithstanding the jeers of Bath, Delhi, and similar cities throughout the State, and yet he will have traversed only two entire streets, and portions of five others, walking a distance of about eight miles. If he is still skeptical as to the greatness of our city, he is advised to perambulate the remaining fifty-four streets, or more, if he can find them.

* The last Legislature passed an act appropriating \$5,000 for the purpose of obtaining plans and specifications for a new Capitol.—M. D.

C H A P T E R V I I I .

A N I N D I A N L E G E N D .

Nearly all western towns have their Indian legends that add an interest to their histories that is impossible to attain by any other means. I have, therefore, selected the following tale from the number that are related by divers old ladies of the "first families" to their grand-children, and if they are blessed by the absence of these pests, they tell them to the grandchildren of somebody else.

The sun was just setting in a blaze of purple splendor, gaily tinting the wigwams of a small Indian village, (located on the east side of Grand river, at the point now crossed by the Michigan avenue bridge,) when Maumee, the daughter of old Nagansick, who was chief of the village, emerged from the door of the wigwam of her father, and sauntered carelessly toward the river, but keeping watch lest she might be followed. Reaching the river bank she proceeded for a considerable distance up the stream, and when she was well out of sight of the wigwams she uttered a low call like that of some of the wild birds who were twittering among the trees overhead in the fast deepening twilight. The call had scarcely died away before Maumee was confronted by a youthful brave of the Chippewa tribe, who immediately put the question, "What is the result?" "Alas!" replied Maumee, "my father has promised me to the Sioux chief, Megwano, and when I spoke of you, Wausee, Megwano said that before to-morrow saw the sun sink in the west, Wausee would no more stand in his way."

The young savage gave vent to a scornful, mocking laugh and said, "We shall see." After some time spent in the society of the dusky Maumee, the young Chippewa departed to make ready for the morrow.

Before proceeding with this narrative it will be necessary to make some explanation. The time of the occurrence we are relating, was the period when the Sioux and Chippewas were contending for the possession of what is now the State of Michigan. Nagansick was an old brave, who had not followed the war path since the time when Sioux and Chippewa lived as brothers, and when the contest began he held himself strictly aloof, and located himself at the point where we find him, where he was followed by a number of others who were likewise in favor of peace. At this village Sioux or Chippewas were equally welcome, provided they came in a peaceful manner. Megwano, a young chief of the Sioux, was preferred to Wausee by the old chief for the husband of his daughter, as we have seen from what was said at the conference upon the banks of the river. Maumee, however, was very much in favor of Wausee. These differences were in no way calculated to inspire kind and brotherly feelings between the two braves.

On the following day Megwano set out with a few followers in search of Wausee, and Wausee set out with a few followers to find Megwano. Both braves concluded to go by way of Nagansick's wigwam. The result was that the two bands met at the village. Instantly each set up a yell of defiance and rushed to the combat. Old Nagansick rushed from his wigwam, and between the combatants to secure peace, but he was unheeded, and was struck on the head with a club and killed. Maumee, who had followed her parent, rushed to save him, but only received the blow of a tomahawk on her forehead that stretched her lifeless upon the corpse of her father.

Finally none but Wausee and Megwano were left, and these rushing toward the corpse of the maiden, found themselves face to face. Each had his hunting knife in his hand, and each prepared himself for the death struggle that was now inevitable. They stood a few feet apart, their eyes blazing with lurid anger, their nostrils dilated with excitement, and their lips firmly compressed with determination.

Now commenced a series of movements known on the border as the "knife exercise," which is a style of fencing with hunting knives. After some desultory thrusts and parries, each being slightly wounded, they closed in the "death clutch," which always means death to one, and sometimes both of the contestants. As Wausee closed with his antagonist he held the hilt of his knife against his breast and quickly drew Megwano upon the point with his left arm. Megwano uttered one dying yell as the warm blood gushed upon Wausee, and fell back a corpse, prone across the dead bodies of the murdered maid and her father.

Wausee, recovering from the recoil of his conquered antagonist, stood a moment gazing upon the dead faces of old man, maid and rival; then, with a yell of agony and despair, he rushed to the river's edge and hurled himself from the cliff into the raging torrent below—which had been swelled by the Spring floods—and was never seen again.

NOTE.—For fear persons might carry off the Michigan avenue grade as relics of this battle and final tragedy, I feel constrained to say that since writing the above I have become convinced that it is all a fiction, and for the following reasons: The place designated as the location of the village was a swamp; there is no cliff at all on the river at that point, but on the contrary it is a low flat, that is covered in the Spring by high water; and, finally, I never heard the story told in my life. But I guess it will do for "our legend."—M. D.

C H A P T E R I X.

RELIGIOUS INFORMATION.

The building first used for a church was originally erected for a barn, but was finally used for religious purposes, and was occupied at different times by different congregations. From its pulpit have been successively propounded the doctrines of Wesley, Calvin, Immersion, Universalism, and any other "ism" that was desired by the early settlers.

The edifice was finally used by the Good Templars during the existence of that organization in North Lansing. The last time the building was used for religious purposes was during the extensive revival held during the Spring of 1868. The building has been removed from its former site, and is now used as a warehouse for agricultural implements.

The first church edifice was the building now occupied by the First Presbyterian Society, and from which there are now three lively branches, the Second Presbyterian Society, "Cedar Branch," and the First Congregational.

The first brick church edifice was the Catholic church, which was commenced in the year 1859, but was not completed until a year or two subsequent, owing to pecuniary difficulties, but the church is now in a flourishing condition, furnishing a brick residence for its priest, which no other church in the city does for its pastor.

The last church edifice constructed was that of the First Methodist Society of North Lansing. Lansing now boasts of twelve churches, all owned by thriving societies.

C H A P T E R X.

ORGANIZATION OF THE CITY GOVERNMENT.

In the year 1859 a charter was given to the city of Lansing, and straightway commenced the organization of a city government. Intrigues of politicians aspiring to the exalted honor of becoming mayor, or at least clerk or alderman, were rife everywhere. The inducements offered by the new city to persons desirous of becoming mayor were, a salary of \$1 per annum, with but little to do, and the salaries of other officers were proportionately large. But notwithstanding the salaries, good and efficient men were elected to the positions, Hon. H. H. Smith being elected to the responsible position of mayor. The city began to assume metropolitan airs; a pound was established, and a force of men was set at work upon Washington avenue with plows, scrapers, shovels, and wagons, and straightway the irregularities of that thoroughfare began to assume a different aspect; hills were moved into hollows, and the street generally presented a marked contrast to its appearance a short time before. By this change some residences were left so high above the street that it became necessary to construct flights of stairs from the sidewalks to the houses above, while others were left so far below the level of the street that in order to be able to look out upon persons passing by, the inmates were obliged to gaze from the second story, and in some cases, from the attic windows, the windows of the lower story being confronted by a blank mound of bare clay. For a number of years the advantages of this change were evident; the roadway was continually in such a soft and pliable condition that the hoofs of the horses were never damaged by concussion, and painted vehicles were unnecessary as they all looked alike after once passing through this street. Fast driv-

ing was unknown, consequently no one was run over and killed. Taken altogether, the benefits were so great and manifold that other streets have been graded every succeeding year, the most noted of which grades were those of Michigan avenue and Cedar street. The troubles arising from these grades were particularly edifying to lawyers and civil engineers, as they were litigated and surveyed several times over, for it seems the dwellers upon the streets, not appreciating the benefits (mentioned above) accruing from "heavy grades," incontinently refused to pay the tax demanded therefor, but after two or three years of controversy the final assessment has been made.

To the juvenile portion of the community, at least, the opening of the pound was the most interesting proceedings relative to the establishment of the city government. On the day when the proclamation declared that it would be opened, all persons were admonished to shut up their live stock, with the exception of cows, who, on account of their peaceful disposition, were to be allowed the range of the streets of the city, but all hogs or horses found loose upon the streets were to be incarcerated in the pound, the person bringing such animals to be liberally rewarded. On the designated day the desks at the school-houses, generally occupied by boys, were notably vacant, while at an early hour extensive droves of hogs were seen wending their way towards the place provided for all vagrant swine or horses, followed by one or more boys, who saw almost unlimited wealth before them, as each hog represented to them five cents, and each horse was worth fifty cents. By noon the street leading to the pound was thronged with hogs, horses, boys, and irate owners of live stock, who generally arrived just in time to see their animals enter the enclosure called the pound, and the boys dodge around the corner in search of more stray live stock. Before night the stock of vagrant animals was exhausted, whereupon several enterprising youths commenced to let down enclosures wherein the

prohibited animals were shut up, and the inmates driven to swell the crowd at the pound. A number of youths transferred the horses from the barns of their fathers to the pound, thus enriching themselves, and occasioning the parents to wish that the city pound could be subjected to the same operation that Mr. Page had subjected the river to several years before, which damaging reflection was of no practical benefit to any one, for it took ready money to recover live stock from the pound-master.

Such were some of the benefits accruing to the citizens of Lansing immediately after the granting of the city charter.

As Lansing now commenced to be an important point, the A., L. & T. B. R. R. commenced to wend its weary way thither, and after a number of years managed, after a long and tedious bad rest in the "deep-cut" and at the "sink-hole," to reach this point. It was this railroad of which it is said that any one desiring to know which way the train was moving, was obliged to get off and make a chalk mark upon the track. This road was subsequently absorbed by the Jackson, Lansing and Saginaw Railroad, under which management the chalking of the track has been rendered unnecessary, and now all the inquiring individual is obliged to do in order to ascertain the direction the train is pursuing, is to watch the fence posts along the side of the road, but if these don't render the desired information, the unenlightened traveler will be under the necessity of applying to the conductor.

There are now (Feb., '70) two railroads running from Lansing, and one more nearly completed, while there are five or six more projected and in various stages of construction, and it will soon be dangerous for men to go to sleep upon the track within this vicinity.

There are persons living in this city who have passed over the same ground on horseback along an Indian trail, in a wagon on the new roads, and now they make use of the iron horse to perform the same journey.

C H A P T E R X I .

ONE YEAR'S PROGRESS.

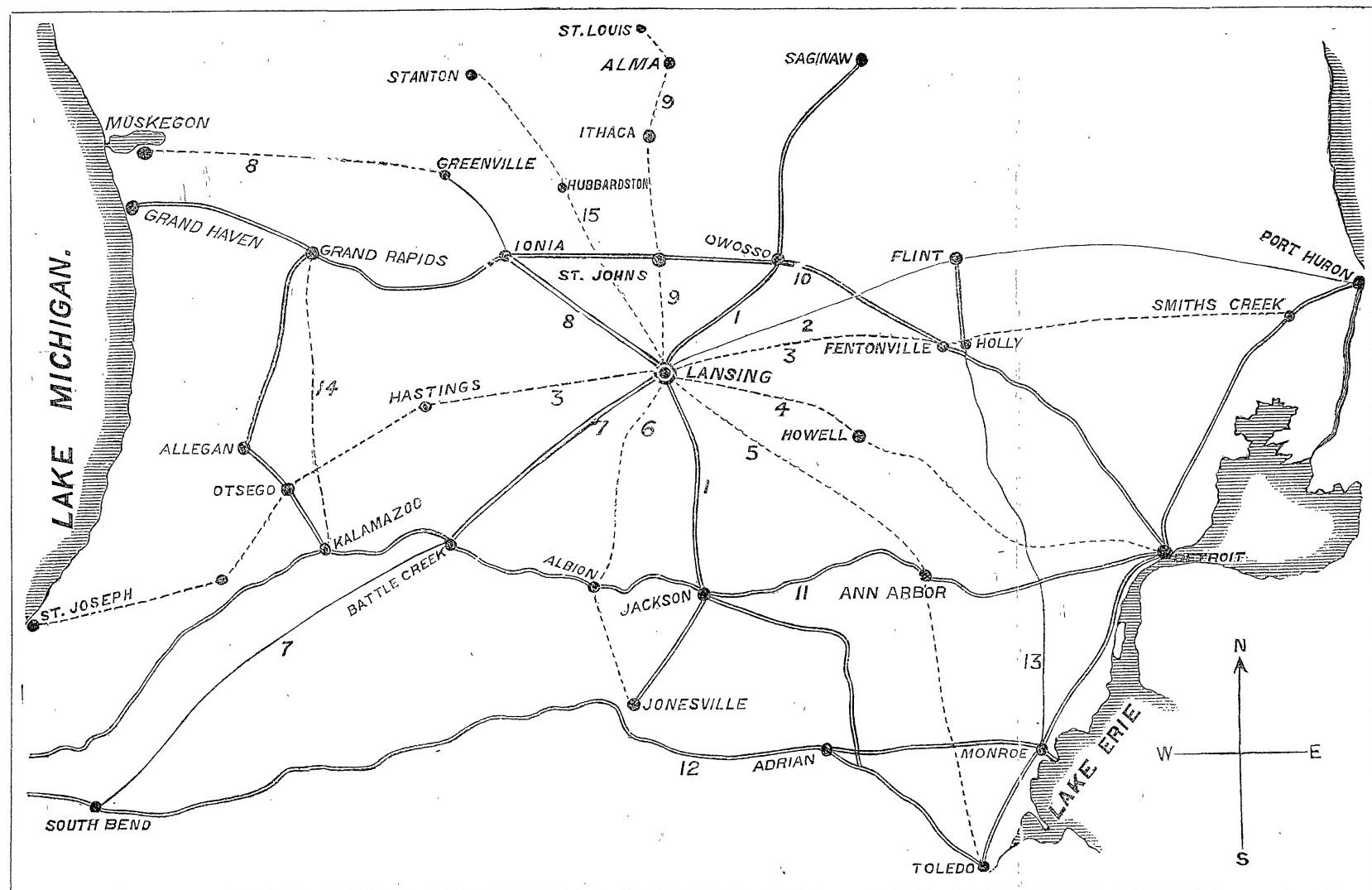
During the year commencing April 1st, 1869, and ending April 1st, 1870, which was a very ordinary year for improvements, the following were made:

Two railroads—the Ionia and Lansing Railroad and the Peninsular Railroad—have been completed, in addition to the junction of the Fort Wayne road with the Jackson, Lansing and Saginaw Railroad. These last two roads, although operated by two separate companies, now constitute one line, known as the Fort Wayne, Jackson & Saginaw Railroad, while the northern end of the road is still known as the Jackson, Lansing and Saginaw Railroad.

In addition to the above roads, two more are positively promised by the managers to be in running order to this city by April 1st, 1871, or before that time. These roads are the Port Huron & Lake Michigan Railroad, and the Detroit, Howell & Lansing Railroad. With these roads all completed we shall have direct railroad communication from six different directions, viz: From the lake coast on the north-east, and from the south *via* J., L. & S. R. R.; from the lake coast on the north-west *via* I. & L. R. R.; from the east and Canada through Port Huron *via* P. H. & L. M. R. R., and from the east through Detroit *via* D. H. & L. R. R.

The map accompanying this work shows these and other railroads projected and partially completed to this city. By observing the map, the present and prospective advantages of communication enjoyed, and to be enjoyed, by Lansing, may be perceived.

For a fuller description of the various railroads, we subjoin the following from the "Lansing State Republican," of October 14th, 1869:



At considerable trouble and expense we have had engraved a map of the various railroad lines now building or proposed to Lansing. It will at once prove to all, the future importance of the Capital as a railroad center, and as a favorable point for the development of large manufacturing interests, that require both capital and convenient and competing lines of railroad to ship manufactures to market points in all directions. In a brief manner we describe the lines in the order in which they are marked on the map.

1. *Jackson, Lansing and Saginaw Railroad.* This road was commenced in 1865; was completed from Jackson to Lansing in 1866; made a purchase of the line of road already built between Lansing and Owosso; and was then extended to Saginaw City and Wenona. It has been in operation for its whole length less than two years. By the Fort Wayne, Jackson and Saginaw road, now building from Jackson to Fort Wayne, Ia., *via* Jonesville, it will make connections with the interior of the State of Indiana, and also with Cincinnati and Louisville. To this road, about \$140,000 was given by municipal aid in this county. It is doing a very large and rapidly increasing freight and passenger traffic, and with its government land grant, contemplates pushing its way onward to the Straits of Mackinaw, and a connection with the Northern Pacific road. It will also be the trunk line for the first ten miles for the Grand River Valley road from Jackson to Grand Rapids, as well as for the Lansing and Ionia road.

2. *Port Huron and Lake Michigan Railroad.* This road is graded from Port Huron to Flint, a distance of 65 miles, and the iron is rapidly being laid down between those points. It will be completed and in operation from Port Huron to Flint early in 1870, and its entire length from Port Huron to Lansing, $112\frac{1}{2}$ miles, during 1870. Much of the grubbing and considerable grading has already been done between Flint and Lansing. At this city it connects with the Peninsular Railway, and that with other roads leading to Chicago. The iron

for the four roads that form the line from Port Huron to Chicago is being furnished by S. W. Hopkins & Co., and it is the present intention to have the entire line from Port Huron to Chicago completed in 1870, forming, by its connection at Port Huron with the Grand Trunk and Great Western lines, another great through route from the East.

3. *Michigan Grand Trunk Extension.* This line was originally chartered from Ridgeway, on the Michigan Grand Trunk road, a few miles north of Port Huron, to St. Joseph on Lake Michigan, thence south to the Indiana State line, Lansing being made a point in the legislative charter. About \$1,250,000 has been raised in municipal aid and individual subscriptions, and the portion of the line east of Fentonville has been let for grading, sufficient aid having been received to complete it from Smith's Creek to Fentonville, thus making a railroad connection with Port Huron. While the speedy completion of this road is not expected, there is little doubt that it will ultimately be built.

4. *Detroit, Howell and Lansing Railroad.* The line of the Detroit and Howell and Howell and Lansing railroads, which will probably be constructed as the Detroit, Howell and Lansing Railroad, extends from the city of Detroit to the Capital of the State, a distance of a little more than 84 miles. The grading of the line from Detroit to Howell, $51\frac{1}{2}$ miles, is more than four-fifths completed, and about \$90,000 has been raised on the line from Howell to Lansing. It is expected that the business men of Detroit, or the city, will raise subscriptions, or vote aid, to speedily complete the line. By special act of the Legislature, the city of Lansing has the right to vote five per cent. to that part of the line between Howell and Lansing, which would amount, under the assessment of 1869, to \$36,375. The aid of Lansing, as well as of the towns of Meridian, Locke, and Wheatfield, will undoubtedly be granted, as soon as Detroit shall manifest her ability and willingness to see the

work through. Its completion within two years may be regarded as a certainty.

5. *Toledo, Ann Arbor and Lansing Railroad.* The line of the proposed road, to which we have given the above title, is not yet decided upon, although it is hardly deemed possible that the railroad meeting to assemble at Ann Arbor on Friday, the 15th of October, to decide whether Lansing or Owosso shall be made the objective point of the line of railroad from Toledo *via* Ann Arbor and Dexter, northward, will decide adversely to the Capital. It will not be done if the committee took hold of the work with minds prejudiced in favor of neither route. The building of this road would place the Capital of the State within 90 miles of Toledo, and enable the road to command the greater portion of the Lower Peninsula, north of Lansing, that lies between the Jackson, Lansing and Saginaw, and the Ionia and Lansing railroads. Should the Atlantic and Great Western or the Baltimore and Ohio roads, with their Toledo connections, iron the road to this place, they could take the Lansing, St. Johns and Mackinac road north from Lansing, which will ultimately, at Houghton Lake, connect with the through line to Mackinac, thus giving Ohio and Indiana a connection with the Northern Pacific Railroad, from 30 to 40 miles shorter than by any other line. They could also at this city obtain control of the proposed road from Lansing *via* Watertown, Westphalia, Pewamo, Matherston, Hubbardston, Stanton, and Big Rapids to an ultimate connection with Manistee or some port north of that point on the eastern shore of Lake Michigan. It would also, by the Ionia and Lansing road, give the people of Muskegon and of Milwaukee and eastern Wisconsin a connection with Toledo, as near and direct as they now have with Detroit by the Detroit and Milwaukee road. By that line alone, the amount of freight and passenger travel from Lansing to Toledo would be immense, and constantly on the increase. It would also connect here with the Saginaw Valley for all traffic from that

portion of the State, and would give Toledo at Alma, St. Louis, Hubbardston, Muir, Greenville, and other points on roads north and north-west, access to the cheapest as well as the best lumber market in the State. Should the decision of the meeting be adverse to Lansing, there is no doubt that a company will be immediately organized from Toledo to Lansing by the way of Dexter.

6. *Northern Central Michigan Railroad.* This road is to run from Jonesville via Albion and Eaton Rapids to Lansing, and occupies that portion of the line north of Lansing, which formerly was a portion of the Amboy, Lansing and Traverse Bay Railroad, better known as the "Ramshorn." A large portion of the grading from Jonesville to Eaton Rapids, 17 miles south-west of Lansing, was completed several years ago, and sufficient municipal aid and individual subscription has been raised to complete the grade from Jonesville to Lansing, and the contract for the completion of the grade from Jonesville to Eaton Rapids has been let, and work will soon be commenced on the line. The officers of this road confidently state that arrangements for the iron and rolling stock are to be made at once on the completion of the earthwork.

7. *Peninsular Railway.* This road extends from Lansing, via Charlotte, Battle Creek and Cassopolis, to the Indiana State line, there connecting with the Indiana Peninsular Railway, which runs through Mishawaka, South Bend, Laporte, and Valparaiso, to the line of the State of Illinois, where, by another chartered company, it will reach Chicago. The line from Battle Creek to Lansing is now being ironed, and it is expected that Lansing and Battle Creek will be connected with rail by the first of January, 1870, thus saving 38 miles of railway travel to Chicago. The Peninsular railway will also connect at this city with the Detroit, Howell and Lansing Railroad, giving a through route from Detroit to Chicago over a line of low grades, and of about the same distance as the Michigan Central. It also is one of the four roads that forms the consoli-

dated line from Port Huron *via* Lansing to Chicago, and it is expected that the whole line will be completed and in operation before the close of 1870, making a shorter route to Halifax, Boston, and New York, than any line now connecting Chicago with those ports.

8. *Ionia and Lansing Railroad.* This road was chartered in 1865, to connect Ionia and Lansing by rail. Since that time, by the filing of new articles of association, the line has been extended to Greenville, and the grade between Lansing and Ionia, a distance of $34\frac{1}{2}$ miles, is entirely completed, and the iron is laid from Lansing to Grand Ledge, 10 miles, and is to be completed for business to Ionia within the next two months. The grade is in progress from Ionia to Greenville, and as iron has been purchased for 55 miles of track, it will be completed to that place by mid-winter. From Greenville it is to be extended to Muskegon, and it is expected that the road will be completed and in running condition from Lansing to Muskegon, 108 miles, before the close of 1870. There, by lines of steamers to Milwaukee and other Wisconsin ports, it will receive a large freight and passenger business from the States of Wisconsin and Minnesota.

9. *Lansing, St. Johns and Mackinac Railroad.* This company was organized last Spring, to build a railroad from Lansing northward through the villages of DeWitt, St. Johns, Ithaca, Alma, St. Louis, and Salt River, to Mt. Pleasant, Isabella county, thence north to a junction with the Flint and Pere Marquette Railroad, near the north line of Isabella county, and 100 miles north of Lansing. The articles of association show five per cent. paid in on the line from Lansing to Mt. Pleasant, 84 miles, and within the past five months \$300,000, or nearly \$4,000 per mile, has been received in municipal aid and subscriptions. This amount can readily be increased to \$500,000 in a short time, and as the cost of the grade for that distance will not exceed \$375,000, a large surplus will be left to aid in the purchase of iron and rolling stock. Several offers

have already been made by responsible parties for the ironing of this road, but the Board of Directors have accepted none, preferring to hold the line for a connection with Toledo by the proposed road from Toledo *via* Ann Arbor and Dexter, if Lansing shall be made the objective point of that road. This line will ultimately be pushed northward to Houghton Lake and to the shortest connection with the Northern Pacific Railroad at the Straits of Mackinaw. There is no doubt that this road will be in operation within two years, greatly adding to the prosperity of this city, and affording a long needed outlet to the lumber and produce of Central Michigan. The passenger traffic between this place and the famous Mineral Spring of St. Louis, upon its completion, will be a large item of business, and will probably pay the entire running expenses of the road between Lansing and St. Louis, a distance of fifty miles.

10. *Detroit and Milwaukee Railroad*, connecting Grand Haven and Detroit.

11. *Michigan Central Railroad*, connecting Detroit and Chicago.

12. *Michigan Southern Railroad*, connecting Toledo and Chicago.

13. *Monroe, Wayne and Holly Railroad*, now building, by which Toledo, through a connection with the Flint and Pere Marquette Railroad at Holly, will have a direct line to the Saginaw valley, and will need no other line in that direction. The map should give the line from Holly to Saginaw, now in operation, but through oversight it was omitted.

14. Shows a portion of the completed line from White Pigeon on the Michigan Southern road to Kalamazoo, Allegan, and Grand Rapids.

The dotted line from Kalamazoo to Grand Rapids shows a part of the Grand Rapids and Indiana Railroad, now building from Fort Wayne, Indiana, *via* Sturgis, Kalamazoo, Grand Rapids and Big Rapids, to the straits of Mackinaw; some forty

miles of which is now in operation north of Grand Rapids, and 200 miles of which will be in operation another year.

15. *Lansing, Hubbardston and Northern Railroad.* This is a line which will be at once organized, a large portion of the stock being now subscribed, with the intention of pushing it to Stanton and Big Rapids, and from the latter place to some point on the shore of Lake Michigan. It runs through the best developed agricultural section in the State north of the Michigan Central Railroad, and at Hubbardston, 30 miles from Lansing, will reach a point where there are good saw-mills, a splendid undeveloped water-power, and vast quantities of lumber, 26,000,000 feet of logs having been floated through Hubbardston the present season. There is 105 feet fall in five miles on Fish creek, a fine stream, affording an opportunity for manufactures. Lumber here ranges from \$3 to \$30, which at Saginaw commands from \$6 to \$45. At Stanton, a few miles beyond, is the largest and best body of pine, uncut, in the State, said to cover nearly 20 miles square of territory. If the Toledo road comes to Lansing, this road will be organized within three days, and the work of raising the means pushed forward with all dispatch.

RECAPITULATION.

The double line on the map shows roads completed; the single lines, those upon which iron is being laid down; and the dotted lines, organized companies which have done more or less work. It will be seen that, with the roads ironed and running, Lansing will have in 1870 five railroad arms. In 1871, by the completion of the Detroit, Howell and Lansing, and the Northern Central Michigan roads, there will be seven railroad arms converging at this point. Within two years, the Lansing, St. Johns and Mackinac road will also be built, increasing the number to eight. If the people of Toledo and on the line from Toledo to Ann Arbor shall make Lansing a point in that line, this will increase the number to nine, and insure

the building of the road from Lansing to Hubbardston, making ten arms. The Grand Trunk extension will be put through within five years, when Lansing will have twelve arms of railroad, and be the central point of ten different lines. Given a Capital of a State and a great railroad center, and there will be a great city. To illustrate, look at Columbus, O., Indianapolis, Ia., Madison, Wis., and Springfield, Ill. If these places have become great cities as capitals and railroad centers, without good water-power, what may not be reasonably expected of Lansing, with the same advantages, and the addition of a splendid water-power, much of which is not yet improved?

The railroad map given with the foregoing article from the "Republican," has been changed so as to show the condition of the several lines of railroad on the 15th of May, 1870. The Ionia and Lansing Railroad, No. 8 on the map, is completed and running from Lansing to Ionia, 38 miles. It is graded from Ionia to Greenville, and the rails are on the way from the East. It is confidently expected that within three months trains will run from Lansing to Greenville, 55 miles.

The Peninsular Railway, No. 7 on the map, is completed and running regular trains from Lansing to Battle Creek, 45 miles; from Battle Creek to South Bend, a distance of about 75 miles, is well under way, and the laying of the rails will commence in June, with the hope to run trains from Lansing to South Bend by October, 1870.

On the Port Huron and Lake Michigan road the iron is laid a good share of the way from Port Huron to Lapeer, and trains make regular trips, and it will be completed to Lapeer within three months, and to Flint by early fall, a distance of 65 miles. The line from Flint to Lansing, $4\frac{1}{2}$ miles, will be completed in 1871. By that time the line of the Peninsular from South Bend, Ia., to Chicago, will also be done, making, by its connection with the Grand Trunk and Great Western roads of

Canada, another great through route from the Northwestern States to the sea-board.

The Detroit and Howell and Howell and Lansing railroads, No. 4 on the map, have been lately consolidated as the Detroit, Howell and Lansing Railroad. A board of responsible and active men have been elected directors, with Wm. B. Wesson, of Detroit, President, T. T. Lyon of Plymouth, Secretary, and Wm. McPherson of Howell, Treasurer. The Lansing directors of the company are Wm. H. Chapman and A. N. Hart. Detroit has voted \$300,000 municipal aid to the road, and this, with the aid raised along the line, will leave a large surplus over the cost of grading for the purchase of iron. The road is nearly ready for the rails from Detroit to Howell, a distance of over 50 miles, and it is expected that it will be completed and trains running by the first of January, 1871, certainly by the early spring of that year. The distance from Lansing to Detroit by this road will be 84 miles.

The Michigan Grand Trunk, or Grand Trunk Extension, as it is sometimes called, No. 3 on the map, has finally changed its terminus at the eastern end, running to Ridgeway, a station about six miles south of Smith's Creek, as placed upon the map, and also a station on the Grand Trunk from Detroit to Port Huron. It will also run through Romeo, a flourishing town in Macomb county, and by its connection with a Canada railroad, at the city of St. Clair, on the St. Clair river, will give another and short eastern route. The road is in operation from Ridgeway to Romeo, and the grading is in progress from Romeo to Fentonville, about 34 miles from Lansing. It will be completed to that point within a year, and ultimately extended to Lansing.

Municipal aid, sufficient to grade the road, No. 15, from Lansing to Hubbardston, 31 miles, has been raised, and offers for ironing have been tendered by responsible parties. This road, as well as the Lansing, St. Johns and Mackinac, are awaiting a decision of the Supreme Court on the constitution-

ality of the railroad law. If this is favorable, as is generally believed, there is no doubt that all the roads spoken of here will be built.

Of the road from Lansing to Toledo, it is only a question of time, and must ultimately be built. Sufficient money has been raised already for the grade from Toledo to Ann Arbor.

The prospects of the Northern Central Michigan, No. 6, are also promising, and the survey of the line through to Lansing has recently been made.

On the whole, the promise of a great railroad center at Lansing is, with two roads completed, within seven months, much more flattering than when the article was penned for the "Republican," Oct. 14, 1869.

ED. LANSING STATE REPUBLICAN.

LANSING MINERAL AND MAGNETIC WELL.

The following, with regard to this famous well, we take from the "Lansing State Republican" of the 12th of May, 1870:

We give herewith the letter of Prof. Jennings and the analysis of the Lansing mineral and magnetic well as made by him. For the sake of comparison, the analysis of the St. Louis and the Frost well at Eaton Rapids, and also of the Empire, the most celebrated medicinal spring at Saratoga, are given. It will be seen that the water of Lansing surpasses the Empire in the quantity and value of its medicinal qualities, while there is no comparison between it and the two most famous wells of Michigan:

DETROIT, May 3d, 1870.

MESSRS. WOODHOUSE & BUTLER, Lansing, Michigan:

Gentlemen,—Enclosed please find result of my analysis of your mineral spring.

I have no doubt your patience is nearly exhausted; a week of sickness and court attendance caused an unavoidable delay.

I feel confident the analysis will at once convince you of the

superiority of the Lansing spring over other mineral waters in this State.

The strongly alkaline nature of this water renders it especially adapted for the treatment of those diseases in which the use of alkalies is of therapeutic value.

The large proportion of iron held in solution as a photo-salt gives it additional value as a chalybeate in cases of chlorosis, anemia, and general debility.

The depleting effects often following the long continued use of alkalies are in this water entirely counteracted by its *tonic qualities*.

The *magnetic* property of this water (which is strongly developed) may contribute toward its efficacy in certain diseases; this can only be determined by reliable empiric observation.

Hoping you will pardon the delay, and that the analysis will be satisfactory, I remain

AUG. F. JENNINGS, M. D.,
Analytical Chemist, Detroit, Mich.

COMPARATIVE ANALYSIS.

	Lansing Spring, grains per gal.	Saratoga, (Empire) grains per gal.	St. Louis Spring, grains per gal.	Frost's Well, Eaton Rapids, grains per gal.
Chloride of Sodium.....	320.224	269.696	none.	9.210
Bicarbonate of Lime.....	107.590	141.824	69.400	46.240
" Soda.....	112.061	30.848	106.400	none.
" Magnesia.....	23.027	41.984	17.500	9.110
" Iron.....	1.882	a trace.	1.200	2.880
Sulphate of Potassa.....	14.940	none.	none.	none.
" Soda.....	30.065	none.	none.	none.
" Lime.....	none.	none.	44.500	4.640
Silica.....	3.966	none.	2.880	15.740
Silicate of Lime.....	none.	none.	6.720	none.
Phosphate of Lime.....	a trace.	none.	none.	none.
Iodide of Sodium.....	a trace.	12.000	none.	none.
Lithia.....	a trace.	none.	none.	none.
Solid contents in one Imperial gallon.....	615.430	496.352	279.600	88.220
Total Carbonic Acid.....	295.550	315.000	123.880	22.220
Sulphuretted Hydrogen.....	a trace.	none.	a trace.	none.

In remarks accompanying the analysis, Prof. Jennings says: "The carbonates in the Eaton Rapids column should be read as *carbonates*, not bi-carbonates. This note should be made in case of publication, as they are so given in Dr. Duffield's analysis."

It will be seen from the foregoing table and the letter of Mr. Jennings that the Lansing water possesses better qualities than has been claimed for it by its most sanguine friends. The many cures of paralysis, dyspepsia, rheumatism, chronic diarrhoea, constipation, erysipelas, inflamed eyes, gravel and kidney diseases, all skin eruptions, and affections of the mucous membrane, have fully established its home reputation, and there is no doubt that this published analysis will bring a crowd of patients to Lansing. The baths will be in readiness for use within a week.

In relation to the analysis, we are informed by Prof. Jennings that from two to four tests were made of every ingredient, and that the difference in the qualitative and quantitative thousandths, when any were found, were equalized, so that the analysis may be fully relied upon as correct in every particular.

The well is 1,400 feet, or more than a quarter of a mile in depth. It was originally bored for salt, and the water has been flowing in large volume for several years. Notwithstanding the mineral discoveries at St. Louis and Eaton Rapids, no attempt was made to test the water of the Lansing well. It was only after many cures had been effected by the use of the water from people of the city and surrounding country, that Messrs. Woodhouse & Butler, proprietors of the well, took any steps to bring it into use or to have an analysis made. That it will prove of great value to the sick and diseased, and add largely to the growth and prosperity of Lansing in the future, there is no doubt.

During the year 100 new buildings have been erected, at a cost of upwards of \$100,000, and builders and brick manufacturers are preparing for a large increase in the demand for building materials during the coming year.

A Stave Factory has just been started at North Lansing by a firm having a capital of \$100,000. This factory only supplies one of the many needs of this place. These needs must soon be supplied, and those who step into the openings first will be the lucky ones.

A Gas Company has been organized during the last year, and we shall soon, probably, be supplied with illuminating gas, unless the company proves to be of that kind of gas not particularly brilliant, that vanishes after a flash that only serves to render the succeeding oblivion the more profound.

Under the head of "Progress" can be noticed our mineral well. This well was originally bored for a salt well, but the supply of brine being insufficient, it was abandoned, and has been left alone for several years, until a few months since medical properties were discovered in the water.

Large quantities of the water are daily carried away from the well for consumption, and numerous cures are reported.

C H A P T E R X I I .

MUTABILITY.

Persons visiting Lansing after a lapse of several years are surprised at the changes which have taken place during their absence, and especially was this mutability noticeable by persons who were absent during the year 1866, when the three finest blocks in the city were erected simultaneously, at a cost of about \$250,000. The unsightly old buildings on the south-west corner of Washington and Michigan avenues disappeared, and in their stead rose up a block of business houses that would be creditable to any city in any State; they are, however, partially occupied by a Grove and Wells, which rural incongruities add considerably to the influence and attractiveness of the city. On the vacant lot at south-east corner of Washington avenue and Ottawa street arose a large block of stores and a public hall, and at the corner of Washington avenue and Washtenaw street was erected the building of most interest to the stranger—the Lansing House—which is a hotel, in exterior appearance and interior accommodation, second to none in the North-west. Mine host, H., will please feel profoundly grateful for this “puff.”

Meantime, every year sees new residences—many of them elegant ones, and nearly all displaying much taste, (*a woody* taste, generally,)—springing up in every quarter in such profusion that the aspect of the city changes materially nearly every year, and in place of the country roads, stumps, wild land and “cat-holes” of a few years since, we now see graded streets, level, well cultivated gardens, and a rapidly increasing city, which is destined in the future to be—etc., etc., etc.

C H A P T E R X I I I .

CONCLUSION.

That most sorrowful task of the historian, that of recording the decline and fall, after he has followed the rise and progress of an empire, dynasty, or other power, is reserved for the future historian of Lansing; for, as yet, the Capital city of Michigan continues to thrive vigorously. The ten years intervening between the issue of the city charter and the present time, have seen almost a complete metamorphose in the place; the only landmarks by which the absentee of a few years is enabled to judge of his whereabouts, are the old rookery, dignified with the name of Capitol, and that, even, is somewhat altered, for aside from the ravages of time, an addition has been built at the south end. (By the way, those aforesaid "ravages of time" are extensive,) and one or two of the old stores that here and there forlornly stare at their new and imposing neighbors, while they seem regretfully to look back to the time when *they* lorded it over the adjacent stumps and frog-ponds, and with another gaze at the new comers, to desire to follow their old companions that have "gone before." This desire, I am happy to be able to state, is occasionally being gratified, the only pity is that the wishes of these old landmarks have been so long disregarded. Occasionally one of the before mentioned landmarks is discovered to be on fire. If the Fire Department reaches the spot before all is over, in case no good building is endangered, the engines are a long time in getting to work. When they *do* begin to play, it is like most all recreation, of no practical benefit, except that the ground is left encumbered with charred and blackened sticks and timber that might better have been reduced to ashes, as the owner is subsequently obliged to be to the expense of removing the remains and again set

fire to them. However, fires are of such rare occurrence—and have been for two years past—that members of the different companies forget the fact that they are members of a Fire Department, and the engines are consigned to solitude and uselessness for periods of such duration that they are almost forgotten. At the last fire, which consumed one of the ancient landmarks—the absence of which gives a vastly superior appearance to its former site, as it before impeded the view of a saloon located just on the “other side”—the members of the Fire Department were so oblivious to the fact of their membership thereof, that only four individuals were found who remembered the fact that they belonged to one of the hose companies, and *five* were found who remembered that there was a fire engine in their end of the town. The result of this presence of mind was, that about an hour and a-half after the first alarm these nine individuals started with their “masheens” for the scene of disaster, which was situated something more than a mile from their starting point. The members of the Fire Department, whose “masheens” were kept in the part of the city in which the fire originated, produced their engine and hose cart upon the ground in tolerable season, but owing to the obliviousness of “other folks” no one knew that the engine was there, consequently but few took hold of the brakes, and these were soon exhausted. The result was that there was but little rubbish left to bother the proprietor.

While my “hand is in,” I will relate another incident of a fiery nature. In 1866, before the organization of the present efficient Fire Department, occurred the most extensive fire that ever happened in this city, consuming \$50,000 worth of property. Some cities that are continually desolated by fire may think that a \$50,000 fire is nothing to brag of. There was at that time but one little hand fire engine in the city, that had stood almost unmolested in the engine house for several years; there was no Fire Department, and when the engine arrived on the ground, accompanied by the rotten hose, every man who had

ever seen a fire engine immediately assumed command, and told every other man what to do, without listening to what any one else said. As a consequence, the mayor, who was mounted upon the railing of the race bridge, and telling every one what to do, was unheeded. The engine, after bursting the hose, and narrowly escaping destruction by fire, was run up into the street and placed in a safe position, where it was left—to its own reflections. Those who managed to keep their hands out of their pockets formed a line and passed pails of water to the buildings not yet reached by the conflagration, knocking people down and their teeth out with the empty pails. By this latter means a few of the old "landmarks" were left that might much better have followed the more valuable property.

It is the opinion of the writer that the historian who follows him will be able to record the annals of a large city, New York being too far off to successfully compete with it.

Capital only, with a little brains to "back it," is required to make Lansing a large manufacturing town. It has three large water-powers, only one of which is as yet improved. The railroads now being constructed to this place, and already completed, will make it an advantageous point for any branch of manufacturing, unless it be that of wooden nutmegs and hams, which do not sell as well here as in New England. There is here an excellent point for the erection of car and repair shops. In fact, there is an opening for any one desirous of locating in an enterprising, rapidly growing, and pleasant city. To any one desirous of purchasing a farm in the vicinity of a good market, and where the market value of farming lands is doubled every few years, I can confidently recommend the vicinity of Lansing as one unsurpassed by any other locality in the State or West. By the statistical table appended to this narrative, it is shown that the population of this city is twice and two-thirds as large in 1868 as it was eight years previously, and this increase was during a time when there was either no

railroad, or at best a very poor one, with the exception of the last two years of the time. In a short time we shall have several railroads, some of which are to be among the most important lines in the State. If you live in the Eastern States, "pull up stakes" and come to Lansing, where there is more enterprise in one day than there is in a hum-drum, thickly populated country in a year. Everything grows here that grows anywhere in the Northern States, unless it be Canada thistles, and these we are unfortunate enough to be without; our other disadvantages are "off the same piece."

Having, as we said at the commencement of this chapter, imperfectly reviewed the founding, rise, and a portion of the progress of the Capital city of Michigan, I leave the historian, whose great-great-great-grandparents are yet unborn, to record the remainder of the progress, the decline and the fall of this, my native city. The Common Council shall continue to order streets graded and regraded until there are no more streets to grade, and then they will extend the streets and continue their task of equalizing the neighboring hills and valleys. Whereupon the diffident author takes his hat and departs.

STATISTICS.

CHRONOLOGICAL TABLE.

First trees cut-----	1844
Dam and Saw-mill built-----	1845-6
Capital located-----	1847
Capitol erected-----	1847-8
Name of town altered-----	1850
First frame house erected-----	1847
Plank-road completed-----	1852
First church edifice erected-----	1851
State Reform School erected-----	1856
First newspaper published, January-----	1848
First brick church erected-----	1859
City charter-granted-----	1859
First railroad completed to Lansing-----	1863

STATISTICAL TABLE.

Population in 1860-----	3085
" " 1870-----	6500
Deaths for 1867-----	22
" " 1868-----	39
" " 1869-----	43

Average for 3 years, 1 to 201 population.

LIST OF MAYORS.

H. H. Smith-----	From May, 1859, to May, 1860.
J. A. Kerr-----	" " 1860, " " 1861.
W. H. Chapman-----	" " 1861, " " 1863.
I. H. Bartholomew-----	" " 1863, " " 1866.
Wm. H. Haze-----	" " 1866, " " 1867.

Geo. W. Peck..... From May, 1867, to May, 1868.
 Cyrus Hewitt..... " " 1868, " " 1870.

TABLE SHOWING THE PRINCIPAL KINDS OF BUSINESS CARRIED
 ON IN THE CITY OF LANSING.

Dealers in Agricultural Implements.....	5
Banks.....	4
Dealers in Books, Stationery, &c.....	5
" " Boots and Shoes.....	10
Bakers.....	4
Brick Manufacturers.....	3
Blacksmiths.....	20
Book-bindery.....	1
Dealers in Cabinet Ware and Furniture.....	4
" " Clothing.....	2
" " Carriages, Wagons, etc.....	4
" " China, Glassware, etc.....	1
" " Confectionery.....	3
Cooper-shops.....	3
Dentists.....	4
Dealers in Drugs, Medicines, etc.....	8
Dealers in Dry Goods (wholesale).....	1
" " " (retail).....	15
Foundries and Machine Shops.....	3
Dealers in Flour and Feed.....	3
Flour and Grist Mills.....	3
Dealers in Groceries (wholesale).....	2
" " " (retail).....	13
Gun-shops.....	2
Dealers in Hardware.....	5
" " and manufacturer of Hoop-skirts and Corsets.....	1
Horse-rake Manufactory.....	1
Hotel (first-class).....	1
" " (second-class).....	5
Insurance and Real Estate Agencies.....	5

Insurance Company	1
Knitting Machine agencies.....	2
Lawyers.....	10
Livery Stables.....	6
Dealers in Lumber.....	5
" " Millinery and Fancy Goods.....	7
" " Marble.....	2
" " Meats.....	6
Omnibus and Hack Line.....	1
Planing Mills.....	5
Printing Offices.....	5
Physicians, (practicing)	15
Photographers.....	4
Painters, Glaziers, etc.....	10
" (sign)	5
Dealers in Pianos and Musical Merchandise.....	1
Pump Factory.....	1
Saw-mills	2
Dealers in Sash, Doors, and Blinds.....	4
" " Saddlery, Harness, etc.....	3
Sewing Machine agencies.....	5
Dealers in Tobaccos and Segars.....	4
" " Tinware.....	5
Tanneries	2
Tailors.....	5
Undertaker.....	1
Whip and Glove Manufactory.....	1
Woolen Mill.....	1
Dealers in Watches, Jewelry, etc.....	5
" " Wines, Liquors and Segars.....	1

KINDS OF BUSINESS NOT REPRESENTED, AND FOR WHICH
THERE ARE GOOD OPENINGS IN THE CITY OF LANSING.

Car and Repair Shops.

Manufacturing of Edge Tools.

Machinery Depot.

Paper Mills.

Wooden-ware manufactories of all kinds.

Any branch of manufacturing, if well conducted, can do a first-class business in this city.

EDUCATIONAL INSTITUTIONS LOCATED IN OR NEAR THE CITY OF LANSING.

State Agricultural College.

FACULTY.

T. C. Abbot, President.

Manly Miles, M. D., Professor of Animal Philosophy, &c.

R. C. Kedzie, A. M., M. D., Professor of Chemistry.

A. N. Prentiss, M. S., Professor of Botany.

Sanford Howard, Secretary.

G. T. Fairchild, A. M., Professor of English Literature.

A. J. Cook, Professor of Mathematics.

Will W. Tracy, Foreman of Conservatory.

Michigan Female College.

Closed for a time on account of the death of Miss A. C. Rogers, Principal.

Lansing Commercial College.

H. P. Bartlett, Principal.

State Reform School.

OFFICERS—(1869)—Rev. Chas. Johnson, Superintendent; Geo. H. Greene, Assistant Superintendent; James M. Sprout, Principal Teacher; James W. Guernsey, Miss H. L. Humphrey, Miss Belle Carmichael, and Miss M. A. Potter, Assistant Teachers; Mrs. S. A. Hibbard, Matron; Miss E. A. Foote, Assistant Matron; H. B. Kenyon, Overseer of Family House; J. B. Hull, Physician; T. R. Waters, Farmer.

MICHIGAN
REFERENCE

*The HISTORY OF THE CITY OF LANSING can
be obtained by sending 20 Cents to*

*J. M. LONGYEAR,
Lansing, Mich.*